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CSX
TRANSPORTATION

FEDERAL RAILROAD
ADMINISTRATION

2003 MAR 20 AM 10:55

OFFICE OF CHIEF COUNSEL

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FRA-2003-14799-1

March 4, 2003

Mr. George A. Gavalla
Associate Administrator for Safety
Federal Railroad Administration
400 Seventh Street, SW
Mail Stop 25
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCUMENTS
03 MAR 31 AM 9:30

Dear Mr. Gavalla:

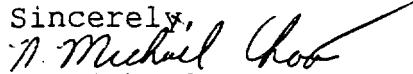
The purpose of this letter is to extend the time a portion of CSXT's signaled Aberdeen Subdivision remains out of service due to a catastrophic event, while CSXT installs its Communications Based Train Management System and applies for discontinuance of the existing signal system.

On December 6, 2002, CSXT experienced a severe ice storm over portions of the Florence Service Lane, Aberdeen Subdivision, MP S164.8 to MP S241.6. This storm caused major damage to the signal pole line resulting in the removal from service of the Traffic Control Signal System (TCS-CSXT Operating Rules 265-272) as the authority for movement and the implementation of Direct Traffic Control (DTC-CSXT Operating Rules 120-132) under the direction of the Train Dispatcher. On February 28, 2003 the signal system between MP S186.3 and MP S198.9 was restored to operational service. This section utilizes electronic track circuits for the vital controls and leased line circuits for the non-vital controls. The remaining damaged portion of the Traffic Control System remains out of service without application as authorized by Section 235.7(a)(4) of the Rules and Regulations Governing Railroad Signal and Train Control Systems, 49 CFR.

An extension to the six months authorized by Section 235.7 (a) (4) is requested for leaving the remaining damaged portion of the Traffic Control System out of service. This authority, if granted, would not exceed one year from the date relief is granted. This will allow CSXT to petition the Federal Railroad

Administration to approve the permanent removal of the signal system between MP S164.8 and MP S241.6 and to install Direct Traffic Control as the authority for movement along with a Communications Based Train Management System (CBTM). The petition process and the implementation of CBTM would be completed within the one-year timeframe.

Sincerely,



N. Michael Choat

Assistant Chief Engineer of Signal Maintenance

c: W. E. Goodman/FRA
R. M. Kadlick/CSXT
E. G. Peterson/CSXT
R. L. Taylor/CSXT

10.0 ABERDEEN SUBDIVISION-AB

11.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
S154.7	NORLINA SD	Edgeton	
S156.0	RALEIGH YD	1.3	
704	NS RY	Raleigh	
S157.0	No.1	1.0	
706	NS RY	Sou. Jct.	
S157.3	No.2	0.3	
708	NS RY	Raleigh Twr	
S160.5		3.2	
		Method	
S164.8	NS RY	4.3	
711		Fetner	
		6.3	
		D&S Spur	
S171.1	D&S SPUR	0.0	5554NS
712-713-714		Apex	4833SS
S181.1		10.0	
		Merry Oaks	
S187.3		8.2	5705
722-723		Moncure	
S195.9		8.6	
		Colon	
S198.9	ATW RY	3.0	4745
726-727-728	ATW RY	Sanford	
S211.4		12.5	
		Cameron	
S225.0		13.8	
741		So. Pines	
S228.7	ACW RR	3.7	
743-744-745	A&R RR	Aberdeen	
S232.8		4.1	
746		Addor	
S238.3		5.5	
747	No.1	Hoffman	
S241.6	No.2	3.4	
982	HAMLET TERM SD	Marston	
86.9 MILES EDGETON TO MARSTON			

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Service Lane	Page
Norlina	Florence	65
Hamlet Terminal	Florence	49

11.2 ADDITIONAL STATIONS

Table 2. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Camp Polk	S161	76	Both
D&S Spur	S171	Spur	South
Merry Oaks (West Storage)	S181.1	72	Both
Merry Oaks (East Storage)	S181.1	78	Both
Harristown	S215.2	12	North
Carpenter	SDS14.2	10	North
Genlee	SDS10.4	6	South
Few	SDS5.7	20	Both
East Durham	SDS2.3	-	-
Durham	SB154.9	Yard	Both
Joyland Lead	SB153.9	Lead	North
Joyland	SB151.0	9	North

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 3. Authority for Movement

Between Location/Mile Post	Rules
Edgeton S154.7 and S156.8	93
S156.8 and S157.3 (Raleigh)	265-272
S157.3 and S157.5 Track No. 1	255-259
S157.3 and S158.0 Track No. 2	255-259
S157.5 and Fetner, S164.8 Track No. 1	D-251
S158.0 and Fetner, S164.8 Track No. 2	D-251
S164.8 and S241.6	265-272
D&S Spur	
SDS20.7 and SDS2.3	120-132
SB151.0 and SB154.9	120-132

Note: Rules 265-272 are in effect on signaled siding at Apex.

12.2 DTC BLOCK LIMITS

Table 4. DTC Block Limits

Between Location/Mile Post	Block Names
Between Apex and East Durham	
SDS20.7 and SDS8.9	Carpenter
SDS8.9 and SDS2.3	Few
Between Durham and Joyland	
SB151.0 and SB154.9	Durham